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ARMY AND NAVY

In relinquishing the position of chief of ordnance of the army, which he had held for eleven years, to become president of the Army War college, Gen. William Crozier, in his annual report, takes sharp issue with those who have been attacking the "scientific management" system which he has installed in the great army arsenals.

He refers to alleged misleading statements which have been made to the congressional committees which have been investigating the workings of the system and says: "The persistency with which these statements have been circulated, in the face of the failure of the committee to discover any facts to justify them, excites more than a suspicion that there is some other reason which animates the opposition than the fear that the employees of the department are going to be overworked."

The bills now pending in congress prohibiting the employment of this system are unsparingly condemned as being directly in opposition to the conclusions reached by the committee, and, he says, are destructive of the interests of the workmen themselves.

Many figures are given to show that both the workmen and the government have profited largely by the method of scientific management. At the Watertown arsenal alone, Gen. Crozier says, the total saving to the government would be about \$100,000 per annum, while the workmen have received substantial increases in salary, amounting to about 23 1/2 per cent.

"The workmen," he says, "have received higher wages, while the net cost of the work has been reduced, and none of the objectionable results so confidently predicted by the opponents of the system have developed. The present situation, therefore, offers every inducement for the continuation and extension of the system."

That Uncle Sam's soldiers are thrifty is shown by Paymaster General George R. Smith in his last annual report. Since the system of deposits was established in the ranks of the army in July, 1872, the total deposits made by soldiers to army paymasters amounted to \$38,688,798, of which amount there was repaid \$5,145,290 in principal and \$2,208,816 in interest.

The amount on hand remaining to the credit of depositors is stated to be \$3,543,508. The yearly number of depositors has fluctuated from 5524 in 1877, 411,024 in 1901, to 58,556 in 1912. During the fiscal year 1912 the deposits amounted to \$1,814,022, and the repayments to \$1,789,073 in principal and \$100,655 in interest.

During the period from July 1, 1911, to June 30, 1912, payments were made to the beneficiaries of eighteen officers, aggregating \$32,242, and of 215 enlisted men, aggregating \$32,718, making a total disbursed of \$64,960. These payments were made with the utmost promptness.

Paymaster General Smith says that the successful administration of the paymaster general's office "is largely due to the faithful labors of the clerks, and I wish to commend them for the efficient manner in which they have performed their several duties during the fiscal year 1912."

"I am in hearty sympathy," says he, "with the present movement which has for its object the retirement of clerks with reasonable compensation after they have reached an age which incapacitates them for the performance of their full duties."

Paymaster General T. J. Cowie, chief of the naval bureau of supplies and accounts, in his annual report shows that the business transactions of that bureau during the past fiscal year involved the sum of \$133,449,613, and that the value of naval stores on hand is \$168,155,209. On the construction of new ships, including labor and material, was expended \$24,930,490. The cost of repairs to ships at home and abroad is shown to be \$9,095,059,

while the cost of maintaining ships in commission (other than receiving ships), and including pay of officers and men, subsistence and incidental expenses, is \$34,175,992. Upon the lighthouse establishment was spent \$50,366; upon the fish commission, \$880.06, and upon the naval militia of the several states, \$42,806.

In connection with the subject of contracts and purchases, Admiral Cowie takes occasion to point out the necessity for the annulment of the law of June 10, 1896, which made unlawful the employment of any officer of the Navy or Marine Corps, active or retired, by any person or company furnishing naval supplies or war material to the government. He cites numerous examples in support of his opinion that the employment of officers by contractors, instead of proving detrimental, would operate to the undoubted good of the government.

Paymaster General Cowie concludes his report with a warm commendation of the high character of the work done by the Navy Pay Corps. He states that it has been carried on in the face of trying difficulties, due to the pressing shortage of pay officers and the lack of clerical help afloat and ashore.

While the effect of the eight-hour law on naval construction has not yet been determined, the annual report of R. M. Watt, chief constructor of the United States Navy, shows that the application of the new law has increased the cost of battleship construction by \$38 a ton.

The three battleships, Texas, Nevada and Oklahoma, now under contract are building under the eight-hour law. The average price per ton of normal displacement of these three vessels is \$215, according to Constructor Watt, while the average price of the preceding three battleships built by contract when the hours of labor were unrestricted was \$177 per ton.

"Notwithstanding the recent marked increase in sizes of vessels," says the chief constructor, "the time required for construction remains practically unchanged, and the rapidity of construction in the United States, both for battleships and destroyers recently completed without restriction as to hours of labor, continues greater than the average rate of construction in the principal foreign ship-building countries."

The chief constructor complains that the clerical work in his bureau is greatly hampered by the large number of resignations and transfers constantly occurring because of the lack of any reasonable prospect of advancement.

"The bureau's losses in its clerical force through resignations and transfers during the past four years," says the report, "were more than 48 per cent of the force employed. Administrative work conducted under such conditions of frequent change is necessarily less efficient and less economical than when greater permanence of employment is assured."

Rear Admiral Charles J. Badger, now aid for inspections at the navy department, will relieve Rear Admiral Hugo Osterhaus of command of the fleet at once to southern waters for a series of maneuvers. During the winter the fleet will visit Colon by divisions, in order to give the officers and enlisted men an opportunity to see the wonders of the Panama canal.

An order issued at the navy department today assigns Rear Admiral Bradley A. Fiske, now commanding the first division of the Atlantic fleet, to duty at the navy department as aid for inspections to take effect Jan. 4. His detachment from the fleet will result in a shifting of division commanders and the placing of Rear Admiral Frank E. Beatty, now commanding of the Washington navy yard, in command of the junior division. As previously announced, Capt. Hilary P. Jones, commanding the battleship Rhode Island, will succeed Admiral Beatty as commandant of the Washington navy yard.

At the annual banquet of the Na-

tional Geographic Society in Washington Saturday night, Jan. 11, Capt. Roald Amundsen, discoverer of the south pole, will be the guest of honor, and Rear Admiral Robert E. Peary of north pole fame will act as toastmaster. It will be the first meeting of the two distinguished explorers at the same board.

The affair will have a nation-wide interest, particularly to the 160,000 members of the society, because Capt. Amundsen, a gold medalist of the National Geographic Society for his negotiation of the northwest passage, is again gold medalist of the society for the discovery of the south pole. The gold medal—the highest honor in the gift of the scientific organization—will be presented by Rear Admiral Peary, another gold medalist, who won the distinction in the arctic.

The common towel was ordered abolished from railroad cars, vessels, all other interstate vehicles and from stations by Secretary MacVeagh of the treasury department today in an amendment to the interstate quarantine regulation.

This action follows closely the abolition of the common drinking cup from use on interstate carriers. Towels may be used again only after having been sterilized in boiling water.

Gen. William H. Bixby, chief of engineers of the army, has just returned to Washington and resumed his duties at the war department after an inspection of river and harbor works on the Pacific and gulf coasts.

THE AGE OF STEAM

An idea of the rapidity with which the sailing ship is disappearing is conveyed in figures given in the new volumes of "Lloyd's Register": The world's sailing fleet now total little more than 4,000,000 tons, whereas the merchant steamers of the globe are in excess of 40,000,000 tons.

On the assumption that one ton of steam is equal to three of sail, steamships now do 30 times as much of the carrying trade of the world as sailing ships.

Of this huge total of steam shipping the British flag boasts practically one-half, as much as 17,700,000 tons being registered in the United Kingdom, and 1,600,000 tons in British colonies. It may be conjectured, too, that the British half comprises the newer and more economically worked moiety. It must be acknowledged, however, that some of our rivals are going ahead rather rapidly. Thus, while 340,000 tons of shipping has been added to the United Kingdom register since 1911, Germany has increased her tonnage by 162,000, Japan by 141,000, and Norway by 138,000.

The tendency to special types of shipping is indicated by the fact that there are 818 vessels afloat fitted with refrigerating apparatus. This is suggestive of the great part which the carriage in cold storage of meat, butter, fruit and other perishable produce plays in modern commerce. Some 258 steamers and 50 sailing ships are designed to carry petroleum in bulk. As many as 242 vessels are fitted for using liquid fuel, the largest being three 13,000-ton Japanese liners, running on the Pacific.

It is quite clear that a good deal more has to be done in the direction of equipping ships with wireless, only 375 steamers and 13 sailing vessels are returned as provided with such installations. This seems a comparatively small proportion when it is remembered that there are more than 30,000 vessels of 100 tons and upwards afloat on the waters of the globe.

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